



MUNSON AND McNAMARA

123 and 125 MAIN STREET.

4---BIG BARGAINS---4

1 lot 38 inch all wool corkscrews, colors, tans and heliotropes,
Only 12 yards to one customer,

29c.

1 lot 40 inch all wool check suiting,
Only 12 yards to one customer,

37 1-2c.

1 lot 3 to 4 inch fine Swiss embroidery,
Only 12 yards to one customer,

9c.

1 lot fine Indian linen,
Only 12 yards to one customer,

8 1-2c.

AGENTS FOR BUTTERICK'S PATTERNS,

—AND—

Foster's :: Kid :: Gloves.

MUNSON AND McNAMARA

ALL OVER THE STATE

From the Winsome Little City of Augusta, Down by Big Walnut Run,

Comes Cherry Invitations to Go See Her—Likewise From Hugoton.

Then There's Anthony, the Hub of Harper County, Makes Salaam to

Lyons up in Rice, While Callison Tells of Rains and Railroads, and Atchison Gives Sporting Advice.

Burglars Do Up Junction City, the Boom Struck Beloit, Council Grove Wires a Ditty, Stockton Notes Some Rich Exploits.

THE BIG SUNFLOWER Nods Patronizingly at Many Cities, Towns and Villages.

Special Dispatch to the Daily Eagle.

AUGUSTA, Kan., April 18.—The people of the Walnut Valley have been made to rejoice over the long looked-for rain that arrived yesterday. It seems to have inspired both man and beast with new life and energy. Our town is alive with people today and business is brisk. Eight new buildings contracted for today; hammer are heard in every direction; the busy mechanic has a picnic here. The laboring man can get work at our stone quarries. Mr. Middleton pays out for hands and other expenses from \$10,000 to \$12,000 per month.

The roundhouse and repair shops of the C., M. & W. will be built here. Real estate is still changing hands at an advance all the time. Augusta is bound to make the best town in Butler county. All people who want a pleasant home can find it at Augusta. No whisky, no gambling, no violators of law; all is peace and happiness (with us). On the solid rock we build.

Hurrah for Hugoton.

Special Dispatch to the Daily Eagle.

HUGOTON, Kan., April 18.—In reading the Daily Eagle last evening we noticed an editorial stating that it was very dry here in Stephens county, so says a correspondent. Please say to the many readers of the great daily of the state that it's now raining hard here and every one is jubilant, which gladdens great and rapid progress in the development of Hugoton and Stephens county.

District court has just adjourned with his honor, Judge A. J. Abbott, presiding. The new judge created a strong impression here among the people; and being a staunch Republican, will no doubt be elected this fall. The noted kidnapping cases came up wherein S. N. Wood and I. C. Price were plaintiffs and about twenty-five prominent citizens of the town were defendants. A jury was empaneled and the cases were tried and the jury soon rendered a verdict of not guilty. Wood and Price failed to appear.

Real estate is changing hands rapidly, as the transfers were over \$30,000 one day at week. The Missouri Pacific railroad is coming and you will find all south western Kansas coming to the great commercial city to trade. Hurrah for Hugoton, this glorious rain and the greatest city in Kansas, Wichita.

Anthony's Antiphony.

Special Dispatch to the Daily Eagle.

ANTHONY, Kan., April 18.—These beautiful days that inspire everybody that there is no country like Kansas. The beautiful rains of the past few days have given life and vigor to everything. The streets of Anthony presents a scene of activity that strangers can't explain. But Anthony is beautifully located and settled by enterprising, live men who are building and beautifying Anthony and encouraging the growth of Harper county, and attending to their own business. No city in Kansas west of Wichita offers better attentions and advantages than Anthony does today. The Anthony Coal Oil and Gas Co., with a capital stock of \$25,000, has just organized and will push their enterprise as fast as money will do it.

On last Friday a committee of thirty gentlemen and three or four soreheads, mostly from Atchison, in order to give themselves some prominence in the county, met the Board of Trade of Anthony and the action which Anthony had taken some two weeks ago in regard to the M. P. & S. R. R. bond election was fully ratified.

Rains and Railroads.

Special Dispatch to the Daily Eagle.

CULLISON, Kan., April 17.—A fine, soaking, steady rain set in here this forenoon and is still falling. The ground is being soaked to a great depth and a good crop season is assured.

The Rock Island Company is pushing its grade through this place at a rapid rate and it is expected that trains will be running here by July next.

Just Getting Her Eyes Open.

Special Dispatch to the Daily Eagle.

LYONS, Kan., April 18.—This wonderful little city in Rice county, the geographical center county of the state, is getting there for a certainty. Even the "oldest inhabitant" is surprised and takes his accustomed Sunday stroll only to get lost in the midst of new buildings erected during the week. The whole west side of the square goes up solid brick. The other corner also kicks out of her old clothes and puts on the new in the shape of an elegant brick and stone structure. Dwellings are going up like magic in all parts of the city, and the only drawback is scarcity of workmen. Everybody is busy, happy and prosperous, and

Lyons is just getting her eyes open to the fact that she is a coming point of prominence in the great state of Kansas. For investors there is no place more safe and sure for good returns than Lyons. Hotels are crowded and yet they come. Happy, prosperous Lyons.

Revivifying Rains.

BELOIT, Kan., April 18.—A thirty-six hours rain closed last night. Crop prospects never better. The boom has struck us; real estate changing hands rapidly. The Santa Fe and Midland will both be here this summer.

Burglars About.

JUNCTION CITY, Kan., April 18.—A gang of burglars went through several houses here last night. This section has just been blessed with a forty-eight-hour rain.

Kansas Sportsmen.

ATCHISON, Kan., April 18.—The Kansas Sportsmen's Association met here today for a three days' tournament with a large attendance from Kansas and many from Nebraska, Missouri, Iowa, Illinois and Indiana. C. W. Budd, of Des Moines, champion shot of the world is here. J. B. Slice, representative of the Winchester Arms Co., is on the ground. Fred Kimball, representative of the Peoria blackbird, will look after the proceedings. The meeting takes place at Taylor's Driving Park.

Stockton Short Stops.

STOCKTON, Kan., April 18.—Ground was broken today for a \$30,000 water works plant. Stockton has organized a bank with a capital of \$200,000. Chas. Woods president. Raining twenty-four hours.

Rains, Railroads and Druggists.

COUNCIL GROVE, Kan., April 18.—This section rejoices over a rain of thirty-six hours. Crop and fruit prospects were never brighter. The roundhouse and repair shops of the Missouri Pacific and M. & T. railroad lines will be located at this point. Five druggists of this city and county are to be indicted by the grand jury for selling liquor.

Great Excitement in Nickerson.

NICKERSON, Kan., April 18.—Oil was discovered at this place today. A company will be organized to develop the find immediately. Property advancing rapidly in consequence. Great excitement over the discovery.

Weather Report.

WASHINGTON, April 18, 1 a. m.—The following are the indications: For Illinois and Missouri: Slightly warmer fair weather, variable winds, generally from east to south.

For Kansas and Nebraska: Generally fair weather followed by light local showers, except in eastern Kansas, variable winds with slight changes in temperature.

A New England Labor Move.

NEW YORK, April 18.—A Boston special says: A new labor movement has been started in New England which will to some extent weaken the Knights of Labor organization. A large number of boot and shoe cutters of New England have formed an independent union, intended by the projectors of the movement to give the union scope similar to that of the Eastern Protective Union. Delegates were elected and acting in accordance with their instructions held a meeting Saturday at the American house.

A resolution was adopted stating the object of this union is to secure a uniform rate of wages according to amount and quality of work done. It also states that strikes and lockouts are wrong in principle and tend to work harm and are not for the interests of either employer or employee, and should not be resorted to until all other measures fail. A committee is soon to be appointed to thoroughly organize every city and town in New England and from appearances it is thought by members of the executive board nearly every cutter will have joined before the end of the year. Over six thousand boot and shoe cutters of New England were represented at the meeting.

Virginia Bond Forgeries.

NEW YORK, April 18.—A special from Richmond, Va., says: Commonwealth's Attorney Witt at the instance of the sinking fund commissioners of the state, has taken steps to prevent \$15,000 of forged Riddberger bonds of Virginia, sent here by Blake Bros. & Co. Boston, and a firm in Baltimore, from being returned. It is the intention of the authorities to trace the author of these forgeries. It is believed these worthless bonds have been placed in other markets of the country. Mr. Edgar Allen, counsel here for the Kendall Bank Note Co., New York, expects to get the number of all the bonds printed by their establishment for the state of Virginia. This may enable the authorities to trace the forgeries.

Railroad Burglars in Carolina.

CHARLESTON, S. C., April 18.—John Caldwell, white, and William Froehner, colored, and Joe Harris, both colored, were arrested in Greenville, charged with being implicated in a scheme for the wholesale robbery of through freight trains on the Richmond & Danville railroad. Caldwell is very widely known. Since last November the authorities of the railroad have seized various articles of freight from trains enroute southward. Goods to the value of \$5,000 have been missing. The robbery was traced to Greenville and it was discovered that John Caldwell had been offering privately a large lot of plums for sale. Investigation showed that a systematic plan of robbery was being operated by an organized band. Other persons are under suspicion, but so far no railroad men have been implicated. Caldwell has informed Chief of Police Kennedy where a lot of 1,500 yards of plums can be found at a store in the country.

Socialist Success in Politics.

CHICAGO, April 18.—Plans of conservative leaders of the United Labor party to elect socialists and particularly the leader, Thomas J. Morgan, have been destroyed by the shrewd tactics of the radicals. At a meeting held yesterday, after a long, bitter debate, the conservatives came out and voted for socialists to draw a plan of reorganization. They turned over the entire leadership to the socialists, hoping, as they claim, to thus bring the party into disrepute and destroy its influence. The socialists are greatly elated over their success in shaping the action of the meeting to suit themselves.

Five Persons Harmed.

LYONS, Kan., April 18.—A special from Seven Mile Ford to Smith county, says: The house of a man named Brewster near here was destroyed by fire last night in which two of his daughters, aged 19 and 21 years, were burned to death, and three other persons so badly injured that they cannot survive. The fire was caused by a defective fuse.

INTERSTATE COMMERCE

The Commission Promulgate an Important Ukase Designed to Apply

To a Multitude of Queries Concerning All Manner of Interests.

Two Petitions Mentioned Serve as a Text for the Commission's Ruling.

One in Reference to the Granting of Free or Reduced Transportation of Railroad Employees;

The Other in Regard to Charges for Excess of Baggage of Drummers—Many Other Cases Under Consideration.

INTERSTATE COMMERCE

A Sort of Sweepstakes Response from the Commission.

WASHINGTON, April 18.—The following embodies by far the most important action yet taken by the interstate commerce commission. The immediate matters selected to which to appoint the opinion of the commission only affect the interest of limited classes, but the opinions themselves cover certain interpretations of the interstate commerce law and determinations respecting the extent of the powers with which the commission deems itself charged, and, as it proved by the immense correspondence of the commission, are of interest to almost every branch of trade or commerce in the land. The following is the text of the ruling:

Interstate Commerce Commission,

Washington, D. C., April 18.

In the matter of the petition of the Railroad Conductors' Union, et al., for the

Interstate Commerce Commission.

An application in writing has been made to the commission for its answer to the following questions, propounded on behalf of the Order of Railway Conductors:

First. Are railway companies prohibited from issuing free transportation to the immediate families of employees of their own railways?

Second. Are railway companies prohibited from issuing free or reduced transportation to officers of associations composed exclusively of railway employees, while those officers are temporarily out of railway service and exclusively employed by those associations?

Third. May railway companies issue passes to employees of other railways on the application of the employer; must such application come from the officer of the company by whom the pass is employed?

Fourth. May railway companies issue free or reduced transportation to those who make railway service their business or trade while temporarily out of employment and in search of a situation?

Fifth. May railway companies provide free transportation for delegates to the annual conventions of an association composed exclusively of railway employees upon certificate from the officers of the association that they are such representatives?

Sixth. If free transportation may be furnished to representatives described in question five, must all such representatives be actually in the employ of some railway, or may it include those who may be temporarily out of employment, or those engaged in other employments, as officers of such associations?

Seventh. If free transportation is made for persons described in question four, does it include members of immediate families of delegates?

Eighth. If free transportation or reduced rates are provided for the representatives of any association, must the same be extended to all others which are composed exclusively of railway employees, on application?

Another application has been made to the commission on behalf of the Travelers' Union, stating the system under which an additional character of all commercial travelers subject to freight agreement for registry and indemnification, which system the commission is requested to examine carefully, and advise us if there is any reason why a railroad company desiring to do so should not enter into such arrangement to grant, under stated terms, an increased allowance of free baggage.

These two petitions, presented by highly respectable organizations and raising questions of immediate practical importance, are representative of a large number of similar applications which have been made to the commission for its construction of provisions of the act to regulate commerce as applied to the various points at which these provisions touch the customs of the past. They have been selected simply as they indicate the general character of all, and enable the commission to announce certain conclusions to which it has arrived, respecting its jurisdiction and its powers.

It is obvious from the tenor of such applications as these, which reach us by every mail, that the impression is generally prevalent that this commission has power to construe, interpret and apply the law by preliminary judgment. We are continually appealed to for decisions in advance as to whether common carriers, and to be willing to adopt certain methods of dealing with respect to the interstate commerce law, can do so without subjecting themselves to the penalties denounced by the statute for violating its provisions. A careful reading of the "act to regulate commerce" under which this commission is organized will show to the petitioners and others who have made similar applications that no jurisdiction has been given us to answer questions like those under consideration. As expression of our opinion on these subjects at this time being exceedingly imposed no power conferred by the statute would carry with it no judicial, ordinary or sanction, in fact, would be no more useful to the public or the carriers than the opinion of other men upon the same points.

Two sections of the law confer power upon the commission to entertain and decide applications and petitions. Section four empowers us upon application by a common carrier to authorize such common carrier in special cases to charge less for longer than for shorter distances over the same line; and also to prescribe the extent of relief from the operation of the former part of the same section which a designated common carrier may from time to time enjoy. A large number of petitions have been filed under this section, the consideration of which is at this time engaging the

attention of the commission, and nothing said in this opinion is to be treated as in any manner bearing thereon.

It is obvious that applications like those of the Railroad Conductors' Union and the Travelers' Union have no relation whatever to the duties imposed upon us by section four, and this is the only section of the law which the commission has power to suspend or relax.

Section 13 authorizes complaints to the commission and confers jurisdiction to entertain the same. It provides that any person complaining of anything done or omitted to be done by any common carrier subject to the provision of this act in contravention of the provisions thereof may apply to the commission for redress, and shall only be a state of fact, and not an opportunity for answer having been given, unless satisfaction is made an investigation is required.

Upon such an investigation the commission will necessarily entertain the consideration of the application whether the conduct complained of is or is not in contravention of the provisions of the law; and if it is so adjudged it is authorized to issue a notice enjoining the carrier from further violation of the law and to award reparation for the injury done, or both.

But neither the Railroad Conductors nor Travelers' Union complain that any common carrier has violated the law. On the contrary they both agree that the railroad companies do not now violate the law and do not wish to do so.

The conductors say that they fear they will not receive passes as heretofore, and the travelers say that they fear commercial travelers will not be allowed free transportation for 150 pounds of extra baggage, as was allowed last year. The present complaint is not of anything done or omitted in contravention of the provisions of the law. If a railroad company should issue a pass to a conductor and his family to attend the approaching convention, or should transport 300 pounds of baggage free for a commercial traveler under the registry and indemnity system, and some one, upon feeling aggrieved, should make complaint of injury or unjust discrimination, it would then be proper for the commission to entertain the question of whether the conduct was or was not in violation of the law, and if so, whether it was or was not within exceptions stated within section 2.

Complaints may also be presented if the charges made by the conductor are not considered reasonable or just, but, until a question of this kind comes before us in the way of a complaint, it would be worse than useless for us to express opinions or give advice. We should only lay ourselves justly open to the charge of assuming unwarranted authority, but also run great risk of involving all concerned in what the courts might afterwards hold to be breaches of law by hasty and ill-considered conclusions, based upon expert statements and arguments.

Although it might be desirable or at least convenient in respect to any piece of new legislation to have a tribunal established to which enquirers might apply for instructions and advice respecting the meaning of the law and its application to any given "circumstances and conditions," a tribunal's reflection will show that no such tribunal could be properly erected. Congress has not taken the management of the railroads out of the hands of the railroad companies; it has simply established certain general principles under which interstate commerce must be conducted. It has enacted in section 1, that all charges for interstate transportation shall be reasonable and just; has prohibited in section 2 all manner of unjust discriminations; has forbidden in section 3 all undue and unreasonable preferences and advantages; has required in the same section reasonable and equal facilities for the interchange of traffic; and has prohibited in section 5 the pooling of freights. That, in substance, is the interstate commerce law.

The express companies have raised questions whether they were subject to the operations of the law, the commission made a ruling that it would hold in the affirmative but would give a hearing to any company wishing to contest the point.

In reply to Bishop Knickerbocker, of Indianapolis, who inquired as to the right of a railroad to transport missionaries at special reduced rates, the commission writes that it has no power in the premises. There is no doubt, Judge Coolidge adds, "of the right of the railroads to grant special privileges to religious teachers, and deciding in good faith what they will do they can scarcely be said to incur risk of penalties. Penalties are for willful violations of law and not for errors of judgment."

Copies of similar purports have even been inquired with respect to transporting persons as acts of charity.

In the matter of the Iowa Steel Barbed Wire Co., of Marshalltown, Iowa, which asked for authority for the railroads to continue certain "equalized rates" of transportation, the commission says: The case set out in this petition is not one of exceptional cases for which the law provides. The commission is, therefore, powerless to make any order upon it. Under such circumstances it is proper and in accord with the usual practice to withhold any expression of opinion.

Judge Coolidge has addressed the following letter to Hon. H. L. Mallory, acting secretary of the Interior:

Dear Sir:—The interstate commerce commission acknowledges the receipt from you of a communication asking for its opinion upon the questions following:

First. Is it lawful under the interstate commerce act for a common carrier to offer to make special rates to individuals in order that such individuals may offer and make proposals to the department for the transportation of Indian supplies?

Second. Whether the transportation over the lines of common carriers of Indian goods for and on behalf of an individual with whom a contract may be made by this department for the transportation from place of purchase to ultimate destination will be considered and held as the carriage of storage or handling of property at reduced rates for the United States under section 23 of the interstate commerce act.

The commission directs me to say to you that it does not understand it has any general power to construe the statute under which it is organized for the purpose of guiding or controlling the actions of individuals, in either private business or public duties, except when complaints under the law are brought to its attention, or when relief which it is in its power to grant is prayed. The commission has, therefore, uniformly declined to express opinions on abstract questions of construction or request of private citizens or organizations, deeming it alike proper and prudent to do so. Deference to a department of the government inclines the commission to make an exception of your request, especially as a doubt regarding the rights of the government might seriously affect the bids for transportation which are to be called for. Coming to the question, then, I am further directed to say that in its view the statement made to individuals in order that such individuals may offer and make proposals to the department for the transportation of Indian supplies, as you show, are delivered to the government at points design-

nated and they are then transported at the cost of the government to points where they are to be made use of. Their transportation is, therefore, for the United States, in the words of the interstate law, and it is immaterial that it is done by contractors when the government receives the benefit of the free or reduced rates, as it must be presumed to do when bids are made in reliance upon expectation that such rates will be granted.

OVER THE OCEAN.

England.

LONDON, April 18.—Later dispatches confirm the report that a steamer has been wrecked off Bonifacio, Corsica. The name of the vessel is Lania, of the 353 passengers which she carried fifty have been saved. Help has been sent to the wreck but the sea is rough and it will be difficult to get near her.

A five-line whipl published today urges Conservatives to attend the meeting at the house of commons tonight so as to be on hand to vote for the second reading of the Irish crimes act amendment bill. Members began to troop into the house at an unusually early hour today in order to secure seats, the belief being that another scene similar to that of Friday night will occur during the evening's session.

The steamer ashore off Bonifacio is the Tasmanian, not Lania as at first reported. The Tasmanian belongs to the Peninsular & Oriental Steam Navigation Company, 4408 tons. She was bound from Bombay for Marseilles, and stranded on Monica rocks to the south of Corsica. All women and children among the passengers have been landed. She carried 180 passengers of whom 74 landed. Two French steamers are assisting in the work of rescue. Assistance has gone from Ajaccio and from Marseilles. Telegraph cables report the steamer Volta foundered off the island of Myconus in the Grecian archipelago. A portion of the crew drowned.

The alleged letter Mr. Parnell is supposed to have been addressed to Mr. Egan relative to the Phoenix Park murders which the Times published this morning caused immense excitement among all parties. In an interview today Mr. Clancy, Parnell's member for Dublin county, branded the letter as an infamous concoction and declared that it bears internal evidence of forgery. He said also that suspicion is already directed against a certain person as the forger.

The Pall Mall Gazette says: Until the authenticity of the letter shall be absolutely proved, there is no need to discuss its contents.

The St. James Gazette says: The letter is so grave a document it will not do to regard it as genuine until Parnell shall be heard from concerning it.

Regarding the letter published in the Times yesterday, reputed to be written by Parnell to Patrick Egan, the Parnellites all declare the letter an infamous concoction and a deliberate invention to publicly slander the leader of the home rule party. They say that even on the low ground of expediency Mr. Parnell would be the last man in the world to write a letter containing such admissions. They contend, therefore, that all the proof in the case proves the letter to be a forgery on the face of it, pointing for proof to the contents of the letter, especially to the writer's wanting the person to whom the letter purported to be written not to disclose the address, while no address is given.

The fact that the signature is the only part of the letter in Mr. Parnell's writing is by itself, the home rulers assert, a proof that the whole thing is a fraud, as according to them while it would be difficult to obtain enough specimens of Mr. Parnell's hand writing to enable a forger to imitate it the extent necessary to successfully pass off a whole letter as his, it is not at all difficult to obtain the signature of Mr. Parnell, the agent of the Associated Press is authorized to state, will categorically deny that he wrote the letter. Mr. Parnell will make his denial in the house of commons.

The editor of the Times will be summoned to the bar of the house of commons to explain the authority of the letter.

Col. King Harman, new parliamentary under secretary for Ireland, for the first time since his appointment answered interrogatories respecting the Irish question. Upon rising he was greeted with cheers by the government supporters, and groans and derisive cries by Parnellites.

He stated in answer to a question that since March 1st only two tenants were evicted from Marquis Lansdown's estate; these two, however, involved the eviction of sixteen sub-tenants. Sexton asked whether the government would consent to rescind the suspension of Healy. W. H. Smith, first lord of the treasury, replied the government is sorry they were forced to ask Healy to be named for transgressing the order of the house. It would be utterly out of the question, however, when no apology had been offered for this breach of decency in debate to rescind the suspension. No motion to that effect could be entertained without general concurrence.

Sexton speaking for Healy said the latter would withdraw his offensive expression if Sanderson would withdraw his charges. Sanderson said he had not alluded to Healy.

Sexton moved Healy be permitted to appear before the house, but the speaker said he could not entertain the motion. The matter was then dropped.

Prussia.

BERLIN, April 18.—The trial of twenty-four socialists charged with being members of illegal secret societies is just concluded at Posen. Nine were convicted and sentenced to various short terms of imprisonment.

The Great Railroad Robbery.

PITTSBURGH, Pa., April 18.—Deputy Mayor Gripp's office, where preliminary hearings in the great railroad robbery cases were to take place this morning, was crowded with friends of the prisoners and curiosity seekers long before 10 o'clock, the hour set for the hearing. The first case called was J. L. Armstrong, ex-conductor on the Panhandle road. The prosecution offered in evidence a value which he claimed belonged to the accused, found in a barber shop where Armstrong had left it, and filled with goods which counted for the prosecution and had been identified as part of the stolen property.

Defendant's counsel claimed that the evidence was not sufficient to hold the prisoner, but Deputy Mayor Gripp ruled differently and committed Armstrong to jail for trial at court, fixing his bail at \$200.

A large number of prisoners then waived hearing for court and the balance asked for postponement until next Wednesday. The request was granted and the hearing adjourned.

Trades Unions Amalgamation.

CHICAGO, April 18.—The first regular meeting of the Building Trades Council was held yesterday afternoon. A permanent organization was effected and constitution and by-laws acted upon. The Bricklayers and Plasterers Unions will be induced to join the council if possible. This will bring nearly 50,000 workmen in Cook county within its jurisdiction.